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The Daily Press.

HONGKONG, APRIL 6TH, 1906

The British Admiralty, frightened out of its seven senses by the continually increasing annual expenditure made necessary by the efforts of certain of the Continental Powers to increase the power of their naval forces, has taken the very sensible step of separating certain home services from the general Navy Estimates. Why, for instance, it argued fairly, should the whole of the scientific expenses of Greenwich Observatory, and more markedly still the cost of the home Coastguard, be counted in the naval expenditure of the Empire? Clearly, though Greenwich Observatory was originally started in the entire interest of the Navy, it has long since ceased to apply itself merely to naval matters, and concerns itself mainly with matters of scientific interest, which every nation nowadays, whether naval or not, considers has a call on the national resources. The Coastguard, though occasionally on an emergency it has been used by the Navy temporarily as a means of supplying depleted crews, has otherwise no connection with the Navy, and its upkeep as a matter of protection of the Customs revenue, and the mere policing of the coasts of the Three Kingdoms, has no more to do with the Navy than has the policing of the city of Birmingham. So far for the Navy itself; whose duties are to superintend and protect the enormous sea-borne commerce of the British Empire; and this statement at once raises the further question: Why, seeing that the Empire consists of so many units which, although controlled by a strong central power, are yet in many respects, especially financial, independent of the central control, should no attempt be made to apportion expenses

to the relative necessities of each case? More particularly is this the case with respect to the great fleet which Great Britain is by the necessities of her position bound to keep in the Mediterranean Sea. In the days of Napoleon the Mediterranean fleet was kept up, it may be said, merely in the interest of the home country. Napoleon was threatening with his Continental military combinations the very existence of the British Isles as an independent Power, and the preponderance in the Mediterranean of a British squadron as a defence to Great Britain became a matter of national necessity. But not one of the British dependencies outside the Four Seas were in any respect interested in the presence of the fleet in Mediterranean or other waters. Except as a check on the projected union of France and Russia in an overland march on India, the fleet might as well beat Barbadoes as in the Mediterranean Sea. Australia as a colony was not even thought of, the Cape had only just come under British sovereignty, and Canada was thought worth only a few frigates to protect the town of Halifax; and in any case did not concern herself about the European stations of the fleet. At the present day, of course, all this is changed. The Mediterranean is the highway of British commerce not only with our great dependency of India, but with a large proportion of the Pacific, and its influence in merely European politics has shrunk correspondingly. This is well shown in a single incident. After the completion of the great naval manoeuvres of the summer the Admiralty decided that only four battleships should for the time be left in the Mediterranean fleet. Even a quarter of a century ago the whole British nation would have risen in indignation at such a proposal. Except the complaints of those immediately concerned for private reasons, the explanation that it is more important at the moment to strengthen the North Sea fleet has been held sufficient, on the understanding that no permanent weakening is intended. The Mediterranean fleet has its own special function, but at the instant that being secure, a momentary withdrawal in a cause where France is equally interested with ourselves is viewed with complacency. The exception here, as in many other cases really goes far to prove the rule. But in the view of the great interests of the Empire at large it is clear that the Mediterranean fleet, on which now lies the burden of preserving the main communications of the Empire at large, though it has diminished in importance when viewed merely from the Four Seas, has now an importance as affecting the Empire which it never before possessed. In the same light we must view the China fleet, though to a certain extent that name is a misnomer, as it has, according to present arrangements, to oversee the whole of the North Pacific. Seventy years ago the ships flying the British flag in the Pacific were counted to a few East India-men and a still smaller number of what were called "country ships" owned by natives of India, and their voyages never went beyond the port of Canton. Nowadays our port of Hongkong boasts that in the number of vessels entering and clearing it is the first in the world. Now the larger number of these ships sail under the British flag, but even those flying the British flag are not all owned within the Four Seas, and outside even this a not inconsiderable number carry the flag differentiated for one or other of the great colonies. The trade of the modern Pacific is in effect the trade of the Empire, even more distinctly than it is the trade of the Three Kingdoms. Even in that large portion that has its headquarters in the British Isles the British resident on the Pacific coast engaged in building up the British Empire in these distant regions has his share of the proceeds, while a by no means inconsiderable portion of the trade is between the British Colonies themselves, and never sees the British Isles. Every year, then, the British Navy is becoming more and more Imperial, and less European, and it would not be either a useless or uninteresting task to ascertain within approximate limits how much of the cost is fairly chargeable to British, and how much to Imperial uses. The whole question may fairly become a question to be mooted at the approaching meeting of the delegates from the Colonies. This conference was to have taken place during the next summer, but the remarkable volte face exhibited in the recent Election has rendered a postponement inevitable. Perhaps we may find a grain of consolation even in this. Had the Unionist Cabinet remained in power their opponents were apparently prepared to throw every obstacle in the way of an understanding. With the change of government

and the accession to office of the previous "outs" the latter, willingly or unwillingly, have felt compelled to take up the burden, and it is now announced that though postponed it is to be held a year later. That necessity has at last indicated the advisability of a recognition of the Imperial element in any future schemes of defence must be a source of some little satisfaction to all lovers of their country. Even three years ago the task seemed hopeless, even now there are little Englanders who would view with some amount of satisfaction the reduction of the British Empire to the Four Seas; but the evidently unwilling concurrence of that party in the new Cabinet with the inevitable is a hopeful sign for the future.

There were three plague cases yesterday, making the total to date 118.

A rare orchid specimen fetched 1,150 guineas at a London auction, constituting a record bid for orchids.

A party of Sanitary Institute students are to visit the Kowloon Water Works on Saturday afternoon.

The electric light has been installed at Kowloon Bowling Club. The pavilion has been equipped with a number of lights, but the most interesting innovation is the placing of arc lamps on the greens, which will afford illumination for open air concerts, etc.

The Viceroy of Szechuan, Hsi Liang, wired to a student named Lu Yeh-tung, who has been studying engineering in America, to return home and take up railway engineering here. He will first be engaged for the Hankow Szechuan line, and he has already reached Shanghai.

Messrs. Shewan, Tomes & Co., agents for the Chinese Engineering and Mining Co., Ltd., have received a telegram from their principals in Tientsin, intimating that the company will pay an interim dividend of 1s per share free of tax for account of the year ending 28th February, payable 1st May.

There was quite a procession from West Point Police Station to the Police Court yesterday. No fewer than 49 prisoners were conducted to the place of trial, while European, Indian and native police in charge numbered 27, a gang of eight coolies, carrying the productions bringing up the rear. As the party moved through the streets, the pavements were crowded with spectators.

By kind permission of Lieut.-Col. C.H.U. Price, D.S.O., Commandant, and Officers of the 19th D.C.O. Battalion the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:

March "Blue Bell," Dix
 Overture "The Bohemian Girl," Balfe
 Dance "The Messenger Boy," Monckton
 Selection "The Merry Kew," Lampe
 Gavotte "The First Kiss," Schubert

The Chinese Board of Punishment in consequence of the Edict issued last year abolishing flogging and substituting fines, directed each of the provinces to contribute up to 100 a month from each of the principal districts out of the fines, which money would be used to make a monthly allowance to all the members of the Board. This money having now been sent up, the President's allowance is fixed at 116, the vice-President's at 112 and the subordinates' from 110 to 100. Evidently some "reforms" are popular.

Thirty Chinamen who were arrested on 26th Feb. during a raid on gamblers in Liverpool were brought before the stipendiary magistrate next day. Two of the prisoners were discharged, the charge against them being withdrawn. About 25 were bound over in their own recognisances not to frequent gambling houses, and the others were remanded till next day. The magistrate humorously remarked that there was some danger nowadays in binding Chinamen over. If the interpreter could explain to them that there was no taint of slavery in their being bound over, but that, if they did not keep the recognisances, they would be looked up in a compound at Walton Gaol, and might perhaps be repatriated afterwards as undesirable aliens, well and good. A satisfactory assurance being forthcoming through the interpreter, the men were told by the stipendiary to get away to their laundries.

Subway consumption is the latest disease with which New Yorkers are threatened, according to an excellent scientific authority, and now that London has transacted "to go to earth" like the comets, we may hear of it in the English capital. The danger lies in the fact that the friction of the shoe against the third rail and of the brake on the wheels loosens quantities of steel dust. It is estimated that for every mile of the subway a ton of this dust is lost in the air of every tunnel every month. Autopsies on the bodies of two track walkers who were killed in the subway recently revealed this new subway peril. The lungs of these two men had been destroyed by the steel particles. Dr. O'Hanlon in reporting the cases said that small particles of steel enter the lungs and cause inflammation of the tissues, thus diminishing the capacity of the lungs and producing fibroid consumption. The results became manifest on pronounced cases in trainmen employed in the subway, such as track walkers and ticket choppers, and in a less degree among other employees and remotely in time among the passengers who use the subway regularly.

We often hear of the incurable laziness of the Burman. Like the Greeks of old, unless they are absolutely forced to work, they much prefer to go gracefully idle. The following is a comparison between the Chinaman and the Burman in this respect. Not long ago a few Chinese carpenters were employed in extending a house in Rangoon, and just across the road was a group of Burmans similarly engaged. The Celestials, who had the harder part of the two finished it in about a week. On the other hand, Jack Burman & Co. (Limited) lounged about, formed picturesque little groups—three men sitting smoking and doing nothing, and a fourth standing by assisting them—and took a month to complete the job.

It is a common thing for people who are hypochondriacs, or are unduly inclined to coddle themselves, to profess that being out in the night air is in some mysterious way not good for them. Such people shut all their windows as tight as they can get them, and as likely as not keep a bright lamp blazing in their bedroom, apparently for no other purpose than helping to make vitiated air even much worse. A lamp is equal to at least two extra people sleeping in the room. This is, of course, all wrong, and there is high authority for that to show that night air is really beneficial. Speaking at the Institute of Hygiene in London on Feb. 25 in the course of an address on "Fresh Air and Ventilation," Dr. Somerville Hastings remarked that "it was a popular delusion that night air was bad. This mistaken belief had its origin in the days of mythology. It had been shown by actual scientific observations that so far from night air being noxious, it often carried but half the microbes borne by the atmosphere during the day."

THE NEW P. AND O. STEAMER.

The *Devanah*, the last of the four new vessels built specially for the Far Eastern service by the P. and O. Company, arrived here last evening with the English mail. This, her maiden voyage, has been eminently successful. With her accommodation almost taxed to its uttermost, the vessel behaved splendidly, and the passengers sing her praises with unanimity. From the description which we gave this week it will be understood that the *Devanah* is of the same type as the other new vessels, being distinguished for her wide sweep of decks, up-to-date conveniences and every comfort which can be expected on board. She has perhaps a few improvements not found on the others. She steams very steadily and those on board say they were hardly conscious of her moving. From Colombo onwards great heat was experienced, greater than usual, up till Wednesday, when the weather became decidedly cooler. There were a total 180 passengers on board.

It is rather remarkable that there are four P. and O. steamers in port at present—two at the wharves and the two mails in the stream, while the *Ceylon* should be here to-day.

R.G.A. SPORTS.

The Royal Garrison Artillery held the first of two days of sport on the Hongkong Football Club's ground at Happy Valley yesterday afternoon, when the minor events and heats were decided. There was a large number in attendance, and the weather was all that could be desired. The dullness of the match was relieved with hunting, while light and strong refreshments were served in the many booths. The events were kept well up to time, the committee responsible for the management being—Captain F. S. Butcher, R.G.A., president, Captain C. G. Verker, Lieut. R. S. Lucy, Lieut. H. P. Garwood, Lieut. G. H. W. Doblyn, 2nd Lieut. E. Cummings, Subadar Muhammad Ali, Mr. Gr. (W. O.) E. J. Champion, Regt. Sergt. Major Tucky, C. S. M. (F. G.) Eldred, Mr. Gr. Gaiher, Sergt. Baylies and Sergt. Taylor.

Numerous entries were received for the long jumping competition, which was won by Sergeant Baylies, H.K.S.B., with Br. Kerriock of the 88th Co. second, and Gr. Cochrane of the same Co. third. The distance covered was about 17 ft. This heats in the wheel race were won by Grs. McIntyre, Brown and Bishop, who will compete for a win to-day. The hurdle race, which will also be run off to-day, is open to Sergeant Baylies, Gr. Cantor, Brotherton, Brown, Stevens and Br. Kerriock. The half mile flat race, open to members of the R.G.A. only, was won by Br. Heard, with Gr. Clouse second, and Gr. Andrews, third; time 2.13. Br. Heard was again successful in the mile, Gr. Andrews being second, and Gr. Lee third. In the final of the sack race Gr. Walker was first, Gr. Welling second and Gr. Brown third. Putting the weight proved an item of interest, and Gr. Wilks' put of 32ft. 10 inches won the first prize; Gr. Bishop took the second, and Gr. Butler the third. The quarter mile flat race was covered in 1.03 secs, the runners passing the tape in the following order—Stevens, 1; Clouse, 2; Wilks, 3. The honour of a win in the veterans' race fell to Gr. Brown, Gr. Baylies being second and Gr. Burke third. The half mile open to native regiments of the Garrison was won by Jinnah Singh, with Mahomed Khan second and Jabil Khan third. The sack fight will be decided to-day, when Cambridge's team of ten picked men closed in combat with the ten under Brown. The final of the 100 yards race has also to be run off, the starters being Stevens, Brown, Baylies, Andrews, H. Brown and Cantor. Some strong pulls were witnessed in the tug-of-war contests, and the one between the 3rd and 88th Co's. R.G.A., which is to take place this afternoon, should prove an interesting event.

To-day is the principal day of the sports, and judging from yesterday's attendance they promise to be well patronised. The band of the West Kent Regiment will play selections of music during the afternoon.

TELEGRAMS.

[REUTERS' SERVICE.]

GREAT BRITAIN, FRANCE AND RUSSIA.

LONDON, April 23rd.

The Times says that not a few Englishmen will hope that the Algeiras Conference will further stimulate the policy of supplementing the Franco-Russian alliance and the Anglo-French entente, by the natural complement of a cordial Anglo-Russian understanding.

THE STRIKE IN AMERICA.

LONDON, April 23rd.

The employers of 100,000 miners of bituminous coal in America have increased the men's wages, and relieved the situation.

THE MOROCCO CONFERENCE.

LONDON, April 23rd.

The Italian delegate has been deputed by the Conference to go to Fez to explain the decisions of the Conference to the Sultan, and to obtain his adhesion to them.

THE ELECTIONS IN RUSSIA.

LONDON, April 23rd.

Upwards of 60 per cent. of the electors in St. Petersburg voted yesterday. The authorities refrained from all interference.

THE FORMOSA DISASTER.

SURVIVOR'S NARRATIVE.

Interesting particulars are contained in a letter from Taipei to the *Osaka Mainichi*, dated March 21st. The writer states:—Early on the morning of the 17th inst. the inhabitants of the neighbourhood of Kagi were startled by several slight shocks of earthquake, followed by a very severe shock at 6.5, which was accompanied by loud subterranean explosions. The shocks continued at intervals of from five to ten minutes all day; from about seven to nine o'clock 24 shocks were counted. The earthquakes continued throughout the day following, but abated on the 19th inst., and the area devastated extends for about 30 square miles, the centre of the disturbance being Kagi.

The country to the north of Shikwa was entirely free from disturbance, and in the vicinity of Taipei a slight shock was felt by a few persons. At Tainan and the district to the south a very slight shock was also experienced by some of the inhabitants, and when the news of the disaster at Kagi reached Tainan they were astonished. For a radius of about five miles from the village of disturbance the country was devastated. The surface of the earth cracked in all directions, mud and water oozing forth, and for about three hours the water spouted up several feet high. In some parts the land subsided and lakes were formed, and in other places the existing mud and sand formed hills. The total number of houses in the Kagi district was 40,000; of these 4,419 have been completely or partially destroyed, excluding the damage done in Tassiko and Katsiko.

THE INDUSTRIAL BANK OF JAPAN.

Dealings took place on the basis of 61 to 64 for the 50 yen (\$5) share, in the shares of this company, the capital having been recently increased with a view to the important part that the bank will play in connection with the introduction of foreign capital into Japan. The bank, which is known locally as the Kabushiki Kaisha Nippon Kogyo Ginko, was established by the Government of Japan in 1902, by virtue of a special enactment passed by the Imperial Diet. The Government guaranteed a dividend of 5 per cent. on the paid-up capital for the first five years of its existence. The president and directors of the bank are appointed by the Government, which also supervises its business. The Japanese Government is desirous that this bank shall become, under its supervision, the recognised channel for the introduction of foreign capital into Japan for the development of sound Japanese undertakings. It need hardly be said that this official supervision will be eminently beneficial to the interests of British investors. The capital of the bank will now consist of 350,000 shares of 50 yen each, of which 100,000 shares will be allotted to the present shareholders in Japan. On these shares 25 per cent. will be called up at once, and the balance as subsequently determined. The remaining 250,000 shares will be fully paid up, and of these 150,000 shares have been placed here. The bank has power to issue debentures to the extent of ten times its paid-up capital, but must obtain permission of the Minister of Finance before making an issue. The amount of debentures outstanding at the end of the last financial year was 3,805,000 yen (\$380,500). Its dividend for the last financial half-year was at the rate of 7 per cent. per annum; for the two preceding years 6 per cent. was paid.—Times.

MANCHURIAN TRADE.

Sir E. Grey, replying to Mr. F. E. Smith, who asked whether he is aware, or has received any complaints, that the Japanese authorities are preventing foreigners other than Japanese, from proceeding into or landing at any port in Manchuria or sending any goods into the interior of Manchuria, and thus seriously interfering with British trade; and if so, whether he will take steps to prevent such interference by the Japanese authorities, whether a date has been fixed for the evacuation by the Japanese troops of Chinese territory, which prevents the free exchange of commerce between British traders and Chinese merchants, says:—Complaints have been received to the effect stated in the question, and representations were made to the Japanese Government at the time on the subject. They expressed their regret that the prohibition was rendered necessary by the railways being required for the movement of Japanese troops; but it was understood from a report received from his Majesty's Consul at Newchwang that this applied to persons only, and not to goods. On the receipt of more recent complaints that the prohibition is being enforced against British merchandise, his Majesty's Minister at Peking has been requested to inquire into the matter, and he has despatched the Commercial Attaché to his Majesty's Legation to make investigations at Newchwang and to furnish a report. The evacuation by the Japanese troops of Chinese territory is fixed to take place 18 months from the signature of the Treaty of Portsmouth of August 23, 1905.

SUPREME COURT.

Thursday, April 5th.

IN SUMMARY JURISDICTION.

BEFORE Mr. A. G. WISS (PUNISH JUDGE).

A DISCREPANCY.

W. Shewan and Co., sued the Sze Loong firm to recover the sum of \$172 due on a promissory note.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist), for the defendant.

Mr. Grist said it seemed there had been a considerable number of transactions between the plaintiff and the defendant, and a considerable number of promissory notes had been given by the defendant to the plaintiff.

His Lordship—Did this case come on in another shape or form before?

Mr. Grist—Yes, it came before your Lordship before in the form of a claim for goods sold and delivered. I am quite sure if they had set up on the promissory note I would have been entitled to judgment. It would take a considerable amount of time if we went all through the accounts before your Lordship to see where the discrepancy occurs. We say we have paid the amount in full, so it seems to me a matter entirely of account and I submit it would save a considerable amount of time if your Lordship would refer it.

His Lordship—Whom are you going to refer it to?

Mr. Grist—I would suggest the Court shroff.

The notes are all in Chinese.

Mr. Kong Sing said his client was quite agreeable. He said that the money was on, and would produce his books.

His Lordship—Very well, the matter will be referred to the shroff and the case adjourned sine die.

POLICE COURT.

Thursday, April 5th.

BEFORE Mr. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

RICHARD.

Tam Fuk, a boy of 15 years of age, was ordered to receive twelve strokes with the birch rod and to be detained for 48 hours.

GAMBLERS.

Twenty men were charged with gambling at 21 Queen's Road East. The first and second were fined \$75 each and remainder \$2 each.

A raid made on the Ko Shing Theatre resulted in the capture of 41 gamblers. The principal was fined \$50 and the others \$2 each.

ALLEGED INFRINGEMENT OF TRADE MARKS.

The hearing of the case was resumed in which three Chinese men and women were charged with infringing the trade mark in connection with American flour. The case for the prosecution was that the defendants were found unlawfully transferring flour of the Red Seal brand into White Lily bags. Mr. J. Morrell, from the Crown Solicitor's office, appeared to prosecute, and Mr. Holborn (from the office of Messrs. Deacon, Looker and Deacon) defended.

Mr. Holborn, in opening the defence, said that he hoped to be able to show that the present was not a case that the Ordinance was ever intended to meet, and was absolutely free from any intention to defraud whatever. Three of the defendants were *fokis* of the Chin On Wing firm, which carried on a very extensive business in various brands of flour. In Dec. last 40,000 bags of flour were shipped to them by the *Atsumata*, of which upwards of 2,200 bags were White Lily. Of these a large number were damaged by water and a number of sacks were opened. This was usually the case, and he would show that it was customary to ship two per cent. of empty sacks to cover breakages. Those sacks were deposited with the pursuer and were given out by him according to the breakages. The damaged flour was refused and insurance was paid on it. In this particular instance about 300 bags of White Lily were broken open. On the day before the steamer sailed the pursuer was found to be short of White Lily bags. He, however, had some of the Red Seal brand, and the head *foki* without consulting his master bagged the White Lily flour in these sacks. The flour was put into the godown and in March this year sold. Then in taking the flour out of the godown the flour packed in Red Seal bags was re-bagged in White Lily bags which had been obtained in the meantime. This was what was happening when the police arrested the defendants.

Adjourned.

BEFORE Mr. C. D. McLEOD (SECOND POLICE MAGISTRATE).

TEN TO ONE.

A feud at the Dairy Farm was revealed through seven coolies being charged with assaulting a Hakka coolie. Apparently they had played a practical joke on the Hakka, which he failed to appreciate. Ten of the others set on him and belaboured him so severely that he had to be removed to the hospital. Seven of his assailants were captured. They were each fined \$3 and bound over to keep the peace for six months.

KAISER RECEIVES CHINESE COMMISSIONERS.

The members of the Chinese Political Commission were received on March 24th by the Emperor and the Empress of Germany at an audience, and were invited to lunch. The Commission took valuable presents. They arrived at the place in a State carriage. Their reception was most hearty. Among those present at the audience were: The Crown Prince, the Crown Princess, Prince von Buelow, Baron von Tschirsky and Bognendorff, the Foreign Secretary, Herr Muehlberg, and Dr. Knappe. After a State dinner, the Emperor had for three-quarters of an hour a conversation with the Commissioners on the task before them. The first class Order of the Crown was conferred on the Ambassador, Dai Tuan-fang.

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NEW ADVERTISEMENTS

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

ALL TELEPHONES in the PEAK DISTRICT will be INTERRUPTED during the NIGHT of SATURDAY, the 7th April.

W. L. CARTER, Manager.

Hongkong, 6th April, 1906.

FOR SALE.

MOTOR CYCLE, Nearly New, No Fault; only reason for Selling Owner going home next German Mail. Apply—RAMSEY & Co., 12 Pottinger Street.

Hongkong, 6th April, 1906.

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A GODOWN or GODOWNS with 3,000 square feet, central situation preferred. Apply with particulars as to location, capacity, and price to—

"ALPHA," Box 135.

Hongkong, 6th April, 1906.

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PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-MORROW (SATURDAY), the 7th April, 1906, at 2.30 p.m., at his

SALES ROOMS, Queen's Road, HONGKONG, the following

HANDSOME HOUSEHOLD FURNITURE, OVERMANTLES, and PICTURES, BRASS BEDSTEAD, DRAWING ROOM SUITE, CROCKERY, GLASS, & PLATED WARE.

BUICYCLE and COOKING RANGE, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMBOLD, Auctioneer.

Hongkong, 6th April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-MORROW (SATURDAY), the 7th April, 1906, at 11 a.m., at his

SALES ROOMS, Queen's Road, HONGKONG, the following

A Special Assortment of Very Fine FURNITURE, SOFAS, ARM CHAIRS, BOX LOUNGES (Tie Lined), &c., &c.

Also A Lot of LADIES' CORSETS, VEILING and SUNSHADES, &c., &c.

F. KIENE, Auctioneer.

Hongkong, 6th April, 1906.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their

Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CALLOWAY & Co., Agents.

Hongkong, 5th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 11th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 5th April, 1906.

NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., Friday, the 6th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 5th April, 1906.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM LONDON VIA BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S. Victoria and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 12th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 5th April, 1906.

INTIMATIONS.

WANTED.

AT ONCE, JUNIOR SHIPPING

CLERK, with Knowledge of Accounts, for Merchants' Office in Hongkong. Reply stating Age, Experience, and Salary required to—

"A. H.," Care of Daily Press Office.

Hongkong, 4th April, 1906.

WANTED.

WANTED by a First-Class Mercantile

House, doing a large Import and Export business in Hongkong, China and Japan, a COMPRADORE, who must be of Good Social and Commercial Standing, and able to transact business, and to offer substantial Security. Special inducements will be offered to a first-rate man who can fulfil the above.

Apply to JOHNSON, STOKES and MASTER, 8, Des Voeux Road Central.

Hongkong, 26th March, 1906.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock p.m., TO-MORROW (SATURDAY), the 7th April, 1906.

A Special Assortment of Very Fine FURNITURE, SOFAS, ARM CHAIRS, BOX LOUNGES (Tie Lined), &c., &c.

Also A Lot of LADIES' CORSETS, VEILING and SUNSHADES, &c., &c.

F. KIENE, Auctioneer.

Hongkong, 6th April, 1906.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their

Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CALLOWAY & Co., Agents.

Hongkong, 5th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 11th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 5th April, 1906.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-MORROW (SATURDAY), and MONDAY,

the 7th and 8th April, 1906, at 2.30 p.m., A VALUABLE LOT OF

PEKIN CURIOS, Some very Old and Rare Pieces.

TERMS:—As usual.

Catalogues will be issued.

F. KIENE, Auctioneer.

Hongkong, 2nd April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-MORROW (SATURDAY), the 7th April, 1906, at 12 o'clock Noon, at his

SALES ROOMS, Duddell Street, In Two Lots,

THE GERMAN STEAMER "DECIMA" (wrecked off Cape Cami, Hainan Island), WITH SUNDRY APPURTENANCES, STORES, ANCHORS, CHAINS, etc., etc.

And About 1,000 Tons COAL (the Cargo of above Steamer) Cash on fall of Hammer. Both Lots to be at purchaser's risk on fall of Hammer.

For further particulars, apply to GEO. P. LAMBERT, Auctioneer.

Hongkong, 4th April, 1906.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Office, ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria, TO-MORROW (SATURDAY), the 7th April, 1906, at 11.45 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 24th February, 1906, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, 4th, to SATURDAY, 7th April, 1906, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th March, 1906.

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of PHILIPPINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, Ltd., Queen's Road, Hongkong, on WEDNESDAY, the 11th day of April, 1906, at 3.15 p.m., when the Subjunct Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

RESOLUTION.

That the firm of Messrs. F. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN KELLY & POTTES, and that Article 56 of the Company's Articles of Association be altered by substituting the words "F. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

BENJAMIN KELLY & POTTES, General Managers.

Hongkong, 31st March, 1906.

THE YANGTZE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 20, The Bund, Shanghai, on WEDNESDAY, the 12th April, 1906, at 4.30 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

THE TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 18th April, 1906, both days inclusive.

Members who are absent from the Meeting must deposit same with the Acting Secretary for registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, F. A. CUMMING, Acting Secretary.

Shanghai, 24th March, 1906.

UNION INSURANCE SOCIETY OF CANCIN, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDINGS, Hongkong, on SATURDAY, the 2nd April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 28th April, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 3rd April, 1906.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 86 for Thirteen Shares numbered 15229 to 15241 inclusive, on which the sum of \$2.00 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, ALEXANDRA BUILDINGS, Des Voeux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 5th April, 1906.

NOTICES OF FIRMS

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. RANKIN LESLIE in our Firm Ceased on 31st March, 1906.

GRANT & LESLIE, Hongkong and Canton.

Hongkong, 4th April, 1906.

NOTICE.

THE MITSU BISHI GOSHI-KWAISHA hereby give Notice that they have established a BRANCH Office at this Port, from 1st APRIL, and have appointed Mr. T. MATSUKI as MANAGER.

MITSU BISHI GOSHI-KWAISHA, Hongkong, 1st April, 1906.

NOTICE.

FROM DATE, and during our Mr. MITCHELL'S Absence from the Colony, Mr. FRANK LAMBERT will have Charge of our Business at this Port, and is Authorized to Sign our Firm Per Preparation CALDBECK, MACBEGOR & Co. Hongkong, 2nd April, 1906.

NOTICE.

THE PARTNERSHIP OF BENJAMIN KELLY & POTTES has this day expired by effluxion of time, and Messrs. S. S. BENJAMIN and G. H. POTTES have been appointed Liquidators in Hongkong, and they are respectively empowered to receive all monies due to and to pay all monies owing by the late firm of BENJAMIN, KELLY & POTTES. The successors of the Firm are Messrs. S. S. BENJAMIN and G. H. POTTES, in Shanghai, and Messrs. E. S. KADOORIE & Co. in Hongkong, who are prepared to carry on BROKERAGE Business as heretofore.

E. S. KADOORIE, Hongkong, 31st March, 1906.

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. H. W. KENNETH will not act as GENERAL MANAGER of the above Company.

By Order of the Consulting Committee, J. WHEBLEY, General Manager.

Hongkong, 27th March, 1906.

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & Co., Hongkong, 1st January, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £17,181,229.

1. AUTHORIZED CAPITAL, £25,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500 0

1. FIRE FUNDS, 8,001,268 12 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, 30th June, 1905.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897.

CANADA ACCIDENT ASSURANCE CO. HEAD OFFICE, MONTREAL.

THIS COMPANY issues the most liberal and clear Policy ever offered in the East. Double benefits for Travel Accidents. Fever, Typhoid, and Smaller Covered. Policies written HERE, in any currency.

HONGKONG OFFICE: 14

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FROM LONDON AND CONTINENT.
MONTHLY SAILINGS FROM LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HUMBATA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"CALCHAS"	On 5th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 14th April.
GLASGOW and LIVERPOOL	"TEUCER"	On 14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMEDE"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 3th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"TRUCER"	On 18th April.
YAMA	"TYDEUS"	On 16th May.

WESTWARD.

TACOMA, SEATTLE, VICTORIA	STEAMERS	DOE
and PACIFIC COAST	"NINGCHOW"	On 28th April.
	"YANGTZE"	On 26th May.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS. (9, 11)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YONGHONG"	On 7th April.
MANILA	"TEAN"	On 10th April.
NINGPO and SHANGHAI	"CHINKIANG"	On 11th April.
SHANGHAI	"SHAOSHING"	On 11th April.
YOKOHAMA and KOBE	"TAIYUAN"	On 11th April.
TIENTSIN	"KASHING"	On 12th April.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 10th April.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS. (11)

Hongkong, 29th March, 1906.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

[THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
2 Days across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)
"ATHENIAN"	3,882 Tons	WEDNESDAY, 11th April ... 5th May.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 18th April ... 9th May.
"MONTEAGLE"	6,000 "	WEDNESDAY, 2nd May ... 28th May.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 9th May ... 30th May.
"TARTAR"	4,425 "	WEDNESDAY, 23rd May ... 18th June.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 30th May ... 20th June.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £22.
Intermediate Steamer £20, " " £42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate"
passengers only to intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Corner Pedder Street and Praya, opposite Blake Pier

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING
TAMSAI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 5th April, at 10 A.M.
TAMSAI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 15th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"ANPING MARU"	FRIDAY, 6th April, A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	TUESDAY, 10th April, A.M.
ANPING via SWATOW and AMOY	"MAIDZURU MARU"	WEDNESDAY, 18th April, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ For Freight, Passage, and further information, apply at the Company's local Branch Office
8, Des Voeux Road Central.

Hongkong, 29th March, 1906.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA via MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 28th April.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 22nd February, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUER, PO T SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY ... 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 25th April
SACHSEN	WEDNESDAY ... 9th May
PRINZ HEINRICH	WEDNESDAY ... 23rd May
RUON	WEDNESDAY ... 6th June
PREUSSEN	WEDNESDAY ... 20th June
ZITEN	WEDNESDAY ... 4th July
GNEISENAU	WEDNESDAY ... 18th July
HAYERN	WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 29th August
SACHSEN	WEDNESDAY ... 12th September

ON WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship
"PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MAELS, PASSEN-
GERS, SPECIFIC CARGO, will leave this port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 9th April. Cargo sub-
jects will be received on Board until 5 P.M. on TUESDAY, the 10th April, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 10th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$42 0 0	\$22 0 0
return	\$91 0 0	\$63 0 0	\$33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$65 0 0	\$44 0 0	\$24 0 0
return	\$97 0 0	\$66 0 0	\$36 0 0
TO NEW YORK via SUEZ	\$64 0 0	\$44 0 0	\$26 0 0
via NAPLES, GENOA OR GIBRALTAR	return	\$115 0 0	\$79 0 0
return	\$68 0 0	\$46 0 0	\$27 0 0
TO BREMEN OR SOUTHAMPTON	return	\$123 0 0	\$83 0 0
return		\$49 0 0	

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERCOURSE OF THE VOYAGE IN INDIA:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOF, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 1st May.
WILLEHAD	TUESDAY, 29th May.
PRINZ WALDEMAR	TUESDAY, 26th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Leuz, with MAELS, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50	\$30	\$20	return	\$80
TO NEW GUINEA	\$28	\$18	\$14	return	\$42
TO BRISBANE	\$30	\$20	\$14	return	\$54
TO SYDNEY	\$33	\$23	\$15	return	\$58
TO MELBOURNE	\$34.10	\$24.10	\$16	return	\$62.5
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	return	\$58.00
TO KOBE	\$35.00	\$25.00	\$16.00	return	\$66.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97 0 0.
TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97 0 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE			
YOKOHAMA and KOBE ...	PRINZ SIGISMUND ...	...	Tuesday, 10th April.
SHANGHAI, NAGASAKI ...	SACHSEN ...	...	Wednesday, 11th April.
KOBE & YOKOHAMA ...	...	...	...
SHANGHAI, NAGASAKI ...	PRINZ HEINRICH ...	...	Wednesday, 23rd April.
KOBE & YOKOHAMA ...	...	...	...

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. E. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates—

To London via Plymouth or Southampton	£82 0 0
To Bremen	£63 10 0
To Paris via Cherbourg	£65 0 0
To Naples, Genoa via Gibraltar	£65 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TJILIWONG	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TJIPANAS	JAPAN	Second half of April	JAVA PORTS	First half of May
TJILATJAP	JAVA	Second half of April	JAPAN via SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephones No. 375.

York Buildings, 1st Floor.

Hongkong, 28th March, 1906.

VESSELS ON THE BERTH FOR SINGAPORE & CALCUTTA.

THE Steamship

"SHAH ALLUM,"
expected here about the 10th inst. from Kobe,
will be despatched on the 13th inst. for the
above Ports, at 9 A.M.
Will also call at Rangoon if sufficient inducement
offered.
For Freight and Passage, apply to
A. M. ESSABROY,
Hongkong, 3rd April, 1906. [795]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE

STEAM FOR

KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to
TAWAU, LAHAD DATU, LABUAN,
JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO,"
Captain F. Sembill (ready to load on THURSDAY
DAY, 13th inst.), will leave on SATURDAY,
the 14th inst., at 9 A.M.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 4th April, 1906. [5]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the
above Ports on SATURDAY, the 28th inst.,
at 10 A.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd April, 1906. [797]

FOR NEW YORK via PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR
COAST.

THE Steamship

"SENECA,"
Captain Grimes, will be despatched as above
on or about the 4th May.

For Freight or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hotel Marlborough.

Hongkong, 5th April, 1906. [812]

SHIPPING IN PORT.

STEAMERS.

ALDERSHOT, British str., 1,354, W. W. Adam,
14th March—Bangkok 21st March, Sugar—
Sandwiched—Bradley & Co.
AMEER, British steamer, 2,500, W. T. Hall, 4th
April—Singapore 28th March, General—
Sander, Wisler & Co.

ANDRE RICKMERS, German steamer, 1,020,
Chr. Kumpel, 25th March—Bangkok 14th
March Kolschlag 18th, General—Butter-
field & Swire.

ANGHIL, German steamer, 1,100, Reimers, 29th
March—Bangkok 22nd March, General—
Butterfield & Swire.

ANPING MARU, Jap. str., 1,698, M. Shiraki,
3rd April—Shanghai 28th March, General—
Osaka Shosen Kaisha.

APENADE, German str., 611, Ganthard, 31st
March—Pakhoi 28th March and Hoihow
30th, General—Jebsen & Co.

ATHENIAN, British str., 2,200 Robinson, 3rd
April—Vancouver via Shanghai 31st Mar.,
General—C. P. E.

BAN-YUK, American str., 900, Fabregas, 19th
March—Hoihow 14th March, Sugar—Order.

BARDA, British str., 2,404, G. H. Doty, 30th
March—Cardiff 15th February, Coal—
Admiralty.

BATTEN HALL, British str., 1,378, C. W. Reason,
23rd March—Moji 15th March, Coal—
Dodwell & Co.

BENVENUE, British str., 2,505, R. Kroble, 31st
March—London via Straits 17th February,
General—Gibb, Livingston & Co.

